

Message Text

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43

ACTION EB-11

INFO OCT-01 AF-10 ISO-00 COME-00 XMB-07 TRSE-00 OPIC-12

AID-20 PRS-01 CIAE-00 INR-10 NSAE-00 RSC-01 DODE-00

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R 100648Z NOV 73

FM AMEMBASSY DAR ES SALAAM

TO SECSTATE WASHDC 4267

AMEMBASSY LUSAKA

INFO AMEMBASSY BUJUMBURA UNN

AMEMBASSY BLANTYRE UNN

AMEMBASSY KIGALI UNN

AMCONSUL LOURENCO MARQUES UNN

AMCONSUL LUANDA

AMEMBASSY NAIROBI

AMCONSUL ZANZIBAR UNN

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E.O. 11652: N/A

TAGS: ECON, ETRN, ETRD, TZ, ZA

SUBJ: DAR PORT NOW ON THRESHOLD MAJOR PORT CONGESTION PROBLEM

REF: (A) DAR ES SALAAM A-219, NOVEMBER 2; (B) LUSAKA 2021

(NOTAL)

DEPARTMENT PASS MARITIME ADMINISTRATION

1. SUMMARY: PORT OF DAR ES SALAAM IS BECOMING INCREASINGLY CONGESTED WITH RATE OF TONNAGE DISCHARGED FALLING BY THIRD OR MORE BELOW AVERAGE. PROBLEM RELATES TO POOR MANAGEMENT AND SHORTAGE OF CARGO HANDLING EQUIPMENT AND PERSONNEL. CONGESTION WILL PROBABLY GROW WITH RISE IN ZAMBIAN IMPORTS, WHICH ARE SLATED TO REACH NEW PLATEAU IN FIRST QUARTER OF NEXT YEAR. ONWARD TRANSPORT TO ZAMBIA IS MAJOR FACTOR IN RESOLVING PROBLEM BUT IT IS UNCERTAIN WHEN ENOUGH TRUCKS WILL

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BE AVAILABLE TO INSURE SMOOTH FLOW OF ZAMBIAN IMPORTS. END OF

SUMMARY.

2. DAR ES SALAAM PORT CONGESTION, SUMMARIZED REF A, CONTINUES TO GROW AND PREVAILING OPINION AMONG SHIPPING REPS IS THAT PORT IS JUST NOW FEELING LEADING EDGE OF SERIOUS CONGESTION PROBLEM. CAUSES OF CONGESTION ARE MANY AND INTERACTING. FOR EXAMPLE, PORT HAS 30,000 FORKLIFT PALLETS ON ITS INVENTORY, BUT ONE SHIPPING REP ESTIMATES ONLY 10,000 AVAILABLE AND PORT MANAGEMENT DOING NOTHING TO PROCURE MORE. RESULT SHIPS BERTHED IN HARBOR ARE UNABLE TO WORK ALL HATCHES FOR LACK OF PALLETS AND PORT EMPLOYEES MUST DOUBLE HANDLE CARGOS IN SHEDS TO RELEASE PALLETS TO UNLOAD MORE CARGO. LACK OF PALLETS, PLUS SHORTAGE OF WORK CREWS, MEANS MOST SHIPS ARE WORKING WELL BELOW PORT AVERAGE OF 400 TONS PER SHIP PER DAY. LYKES SHIP IN PORT ESTIMATES IT WILL TAKE SEVEN DAYS TO OFFLOAD 1600 TONS OF GENERAL CARGO AND DUTCH SHIP PREDICTS IT WILL BE IN PORT FORTNIGHT TO DISCHARGE 4000 TONS OF BULK CARGO. SHIP OFFICERS CONTRAST THIS WITH BEIRA WHERE THEY CAN DISCHARGE AT RATE OF APPROX 700 TONS PER DAY. BECAUSE SHIPS ARE NOW SPENDING MORE TIME IN DAR, SHIPPING REPS ARE PREDICTING EUROPEAN CONFERENCE SURCHARGE IN DECEMBER.

3. OTHER SIDE OF PROBLEM IS AMOUNT OF UNCLEARED GOODS IN PORT AREA. THIS PARTLY DUE TO JUNE 15 TANGOV BUDGET PROVISION THAT REQUIRES MINISTRIES AND PARASTATALS TO PAY FULL CUSTOMS DUTIES ON THEIR IMPORTS. TANGOV AGENCIES DID NOT BUDGET FOR THIS EXPENSE AND HAVE ALLOWED THEIR IMPORTS TO REMAIN IN PORT PENDING AVAILABILITY OF FUNDS. TANGOV HAS NOW RESOLVED QUESTION AND ITS CARGOS ARE BEING CLEARED OUT WITH RESULT PORT SHEDS LESS CROWDED THAN THEY HAVE BEEN IN MANY WEEKS.

4. MAJOR AND GROWING PART OF PROBLEM IS INCREASED FLOW OF ZAMBIAN IMPORTS THROUGH DAR WHICH ARE NOW BACKING UP BECAUSE OF LACK OF ONWARD TRANSPORT. IN SEPTEMBER, THE MOST RECENT MONTHLY FIGURE AVAILABLE, PORT RECEIVED 30,010 TONS OF ZAMBIAN CARGO. ALTHOUGH BENDIX, UNDP SHIPPING ADVISOR ON LOAN TO GOZ BELIEVES FIGURE CLOSER TO 22,000 TONS, THIS STILL SIGNIFICANT INCREASE OVER EARLY SUMMER MONTHS WHEN PORT AVERAGED AROUND 16,000 TONS. MOREOVER, BENDIX ANTICIPATES THAT MONTHLY FIGURE MAY EXCEED 40,000 TONS IN FIRST QUARTER OF 1974. HE UNDER-

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STANDS GOZ HAS AUTHORIZED AROUND 30 PERCENT (BY VALUE) INCREASE IN IMPORTS--ALL OF WHICH HE SAYS ARE SLATED TO BE IMPORTED THROUGH DAR.

5. DIFFICULTY WITH ZAMBIA CARGO, ACCORDING BENDIX, IS NOT SO MUCH CONGESTION IN DAR PORT, BUT SHORTAGE OF TRANSPORT TO MOVE GOODS TO ZAMBIA. HE BELIEVES HE CAN NOW PLAN ON 400 TRUCKS, ALLOWING FOR BREAKDOWNS, DIVERSION OF VEHICLES, ETC, TO MOVE

ZAMBIAN CARGO, BUT ESTIMATES HE WILL NEED MORE THAN DOUBLE THAT FIGURE TO MOVE 40,000 TONS PER MONTH. HE HAS FOUND HE CANNOT COUNT ON COMPLETED PORTION OF UHURU RAILROAD TO MBEYA AS MUCH WORK REMAINS BEFORE IT WILL BE OPERATIONAL. ONE SOLUTION TO CONGESTION IN DAR PORT IS TO TRANSHIP ZAMBIAN CARGO FROM PORT AREA TO UBUNGO, PORT MARSHALLING AREA SEVEN MILES FROM PORT. THIS REQUIRES DOUBLE HANDLING AND USE OF TRUCKS WHICH HE DOES NOT HAVE. BEST NEWS FOR HIM IS OFF-LOADING THIS WEEK OF 60 NEW NISSAN DIESEL SEMI-TRAILER UNITS, 40 MORE ARE EXPECTED AT END OF MONTH AND ANOTHER 50 ARE SCHEDULED TO ARRIVE DECEMBER. NEVERTHELESS, ANY FURTHER DELAYS IN SHIPMENT OF TAW GMC'S (DISCUSSED BY EMBASSY LUSAKA) COULD BE CRUCIAL TO SMOOTH MOVEMENT OF ZAMBIAN CARGOES OUT OF DAR.

6. RE SPECIFIC QUESTIONS RAISED IN REF B. PORT MANAGER DAILY SUMMARY OF ZAMBIA CARGOS IN DAR SHOWS 17,195 TONS (AND INCLUDES 8,734 TONS IN UBUNGO) COB NOVEMBER 8. (BENDIX, HOWEVER, BELIEVES FIGURE UNDERSTATES ACTUAL CARGO IN PORT BY 7,000 TONS). OF THIS, 7,100 TONS IS CARGO WITHOUT DOCUMENTS, MOST OF WHICH HAS BEEN MOVED TO UBUNGO AND, THEREFORE, NOT DIRECTLY CONTRIBUTING TO PORT CONGESTION PROBLEM. MOST OF UNDOCUMENTED CARGO COMES FROM CHINA.

7. COMMENT: WATCHING PORT CONGESTION PROBLEM HERE IS SIMILAR TO VIEWING OLD "PERILS OF PAULINE" FILM--ONE PROBLEM IS RESOLVED AND ANOTHER SPRINGS UP IN ITS PLACE. ALTHOUGH PORT MANAGEMENT EVENTUALLY TAKES STEPS TO RESOLVE PROBLEMS, WE DO NOT BELIEVE MANAGEMENT FULLY RECOGNIZES MAGNITUDE OF CONGESTION PROBLEM NOR IS WORKING HARD ENOUGH TO RESOLVE IT. LACK OF PUSH FROM ABOVE MEANS STEVEDORES WORK SLOWLY AT SHIPSIDE WITH CONSEQUENT SLUGGISHNESS FROM ONE STEP TO NEXT IN CARGO HANDLING PROCESS. WHILE WE ARE NOT SUGGESTING BREAKDOWN OF PORT OPERATIONS, WE DO FORESEE SHIPS SPENDING LONGER TIME IN PORT AND LONGER WAIT LIMITED OFFICIAL USE

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IN OUTER HARBOR. FOR ZAMBIA, IT WILL MEAN FURTHER DELAY IN RECEIPT OF IMPORTS.
CARTER

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